

LEGISLATIVE RETURN



SUBMITTED BY: Hon. Linda Benoit, Minister of Highways and Public Works

1. On [date], [MLA]

- asked the following question during the Oral Question Period at page(s) [page numbers] of *Hansard*
- submitted the following written question – WQ No. #
- gave notice of the following motion for the production of papers – MPP No. #

RE: [subject]

OR

2. This legislative return relates to a matter outstanding from discussion with Lane Tredger, Member for Whitehorse Centre on December 16, 2025 related to:

Bill No. 200 Second Appropriation Act

Second Reading Third Reading

Committee of the Whole: Vote 55 Highways and

Public Works

Motion No. #

RE: Road and Airport Equipment Reserve Fund

at page(s) 154 of *Hansard*.

The response is as follows:

How much funding has been allocated to the fund this fiscal year, and how much has been paid out to date?

As of November 30, 2025 the fund has revenues of \$5,411,959 million and expenses of \$4,875,388 for a net profit of \$536,571. The ending balance as of November 30, 2025 of the revolving fund is \$1,466,487.

The fund's capital expenditures are capped at \$8 million; however, Public Accounts for 2024–25 show \$17 million in expenditures. How does this align with the fund's mandate?

The \$8 million spending limit is established in the Financial Administration Act, Section 45 (2). This specific stipulation states that "capital expenditures shall not exceed \$8,000,000 in a financial year".

The \$17 million that was noted is not a capital expenditure; it is the sum of the year's expenses for Mechanical Operations O&M costs. There is no corresponding limit set for O&M in the Act, and as such, the figures cited do not represent a violation of the Act, nor do they indicate any misalignment with the governing legislation.

Why does the fund require recapitalization, and why is the fund currently at a low balance?

1. Operational and replacement costs for equipment has increased dramatically over the past 5 years and revenues to the fund have not kept up pace with this increase.
2. In the recent past there were multiple grader transmission failures that resulted in approximately \$1.4M worth of parts and labour expenses.

December 18, 25
Date

L. Benoit
Signature